

VOL. XLVIII. NO. 15,338.

## SCENES OF RIOT IN MADRID

### THE CONSERVATIVE LEADER ATTACKED BY A MOB OF SPANIARDS.

**THE RIOTERS ASSAULT THE CARRIAGE OF SENOR CANOVAS, AND INJURE HIS WIFE—THE BUILDINGS AND CLUBS OF CONSERVATIVES VIOLENTLY DESTROYED.**

Madrid, Nov. 11.—In anticipation of the arrival of Senor Canovas del Castillo from Seville, a strong force of police and military was posted this morning along the streets through which the Conservative leader was expected to pass on his way from the railway station to his house. Thousands of Republicans collected at the station at an early hour, and the arrival of Senor Canovas was the signal for a hostile outburst.

The mob surrounded and followed his carriage, hooting and throwing stones. The windows of the carriage were smashed by the flying missiles. Senor Canovas, who accompanied her husband, was struck by a stone, but was not seriously injured. When the carriage reached the Prado the gendarmes surrounded it in order to protect the occupants from violence. Similar scenes of disorder were enacted outside of the house of Senor Canovas, and finally, in order to escape from the mob, he drove to the house of his brother-in-law, the Marquis of Sotomayor.

The crowd continued the demonstration in front of the Conservative Club and at the buildings of the Conservative journals. At the "Epoca" building the mob again became violent, and every window in the place was smashed. Throughout the disturbance there was no collision between the people and the police, nor was there any fighting. The agitation abated at midday, but there was a renewal of the demonstration at 4 o'clock this afternoon, and the Conservative Club was obliged to close its doors.

A Republican journal, the "Pais," appeared this evening with a manifesto from the Republican students, in which they expressed sympathy with the action of their comrades at Seville and elsewhere. The "Epoca" in the meantime had published an "extra," headed "In Open Revolution," in which the scenes of the morning were described.

Among the incidents related was one that took place at the house of the Marquis of Casa Miranda. A noisy crowd had gathered in front of the house, and the Marquis finally came out on the balcony, and, boldly confronting the mob, asked them what they wanted. In reply they shouted, "Death to Conservatives!" The Marquis invited the leaders of the crowd to come inside, but the invitation was not accepted.

The uproar continued until 10 o'clock, when the crowds gradually dispersed. During the excitement copies of the different Conservative journals were burned in the public squares.

**THE CORNWALL CANAL DAMAGED.**

Montreal, Nov. 11 (Special).—A dispatch from Cornwall states that the canal which was being repaired on account of a breach some time ago had sunk since the repairs were begun, and it will put a stop to navigation through the St. Lawrence canals this season. Shippers and forwarders have been waiting for some time for the repairs to be completed, and this will entail a great loss to the country with light cargoes, thus getting low freight rates. The loss to shippers and business men of Montreal will amount to over \$200,000.

**ROYALISTS NOT ALLIED WITH BOULANGER.**

Paris, Nov. 11.—At a Royalist banquet at Versailles, to-day the Marquis de Bouteville, member of the Chamber of Deputies, denied that the Royalists were allied with Boulanger, and that the name of Boulanger, he said, was a formula adopted by universal suffrage to the condemnation of the present and to a demand for something else in the future. He did not believe that a Boulanger triumph would lead to war. "We shall," he said, "watch his procedure without committing ourselves as to our future course. It must not be forgotten that we have to demolish before building anew."

**BELIEVING THAT STANLEY IS DEAD.**

Berlin, Nov. 11.—The Swedish explorer Westmark has received a letter from a friend on the Congo expressing his confident belief that Stanley is dead.

**MRS. GOULD'S CONDITION UNCHANGED.**

AT A LATE HOUR SHE WAS EXPECTED TO LIVE THROUGH THE NIGHT.

Mrs. Jay Gould's condition continued about the same yesterday until 6 p. m., when she became somewhat weaker. She was conscious during the day, but was not able to converse. While all that is possible to do to relieve her suffering is being done, and it is rapidly approaching, and that she is rapidly recovering, they cannot expect her recovery.

All day long numbers of sympathetic friends called at the house to learn of Mrs. Gould's condition, vainly hoping to find some ray of hope. Rich and poor were affected upon hearing that the hours of Mrs. Gould's life were numbered, and that she was rapidly passing away. Many told of the good deeds which have been performed in a quiet, modest way by her, and all express the greatest grief at her approaching death.

Mr. and Mrs. George Gould, although almost eighty years of age, and both of them in poor health, as they desired to be on the spot in case of the end arriving during the night. Dr. J. J. Talbot, formerly physician, who called yesterday, said that for the last time about 10 p. m., asking to be sent for immediately, if necessary. A Tribune reporter, who called at Mrs. Gould's house in the evening, but that he did not expect a decided change during the night.

**ARRESTED FOR STEALING SILVER.**

Bridgeport, Conn., Nov. 11.—Miss A. French and her wife, Nellie, were arrested in this city last night as they were taking a train for Boston. French had been employed for the past three years by the Bridgeport Copper Company, his business being to extract silver from copper ore. For some time past he has been systematically stealing silver thus obtained. The company had no means of knowing the exact amount of silver taken from each ton of ore and they trusted to French's honesty. When a ton of ore would exceed the average he would appropriate the excess to his own use. French soon began to spend money freely and lived in a style far beyond his means. He was finally arrested by the police, and is now in jail, awaiting trial for the theft of silver. French or his wife or both made frequent trips to Boston, where they were known to the police, and it was there that they were arrested. When arrested last night they had about \$1,200 worth of silver in bars. It is thought that French has stolen from \$10,000 to \$15,000 in this manner.

**LABOR DELEGATES IN INDIANAPOLIS.**

Indianapolis, Nov. 11 (Special).—Delegates to the General Assembly of Knights of Labor, which will begin its annual session on Tuesday, are arriving in Indianapolis to-night and all of the general officers are now here except General Master Workman Powderly, who will reach here to-morrow night. It is expected that there will be about 150 delegates in attendance. A stormy session is expected as it is pretty certain that charges will be made against the Central, N. Y. District Assembly for sending out under its seal a campaign circular prepared by E. F. Gould, asserting that General Harrison had said "a dollar a day was enough for any workman," and also against Gould for introducing politics into the work of the order. There will be a strong fight against the election of Powderly, but it is believed he can hold the office another term if he desires to do so. There is no doubt as to his willingness to accept a reelection.

**ACCIDENTAL DEATH OF A PHYSICIAN.**

Pittsburg, Nov. 11.—Dr. W. F. Childs, one of the most prominent homeopathic physicians in the city, died at 1 o'clock this afternoon from an overdose of some narcotic taken while suffering from acute neuritis. Dr. Childs stood high in his profession as a homeopathic physician and surgeon. He was surgeon of the Homeopathic Hospital, and was the erection of the present building. The coroner investigated the case, as there were rumors of suicide, and he found the victim of the overdose of the narcotic. It is thought that the doctor was either under the influence of a narcotic or had taken a large quantity of the same. Dr. Childs was about fifty years of age.

**ARRANGING FOR THE HOME MARKET JUBILEE.**

Boston, Nov. 11 (Special).—The immense demand for seats at the jubilee dinner of the Home Market Club and the impending closing of the season of the Vendome, first led to the plan of engaging all the Brunswick, but it has been thought best to have all the members under one roof. Accordingly arrangements have been made whereby the celebration will take place at the building of the Charitable Mechanics' Association, in Huntington Ave., on Thursday. The hall will be decorated and the Germania Band will provide music. The club proposes to spare no expense to make this celebration successful.

## WHO HAS MRS. WASON'S CHILD?

A WEALTHY YOUNG COUPLE IN TROUBLE.

THE HUSBAND, A GRANDSON OF WASON THE INVENTOR, RUES FOR DIVORCE—HIS WIFE MAKES A CHARGE OF ABDUCTION.

Three years ago George Ernest Wason, a grandson of the inventor of various car appliances, owned by the Springfield Manufacturing Company, was married at the age of eighteen. His wife, who was then only fourteen years old, is Mrs. Florence Wason. The young man is alleged to be of dissipated habits, and it is stated that on this account his mother reduced his income to \$100 a week. He charged his wife with infidelity, and last Monday caused a summons in a suit for an absolute divorce to be served upon her. They have one child, Cecil Wilmet Wason, about two years old, who has been taken away from his mother. They have had another child, which is dead.

On Saturday, the young wife's lawyers, Howe & Hummel, obtained from Justice Lawrence, of the Supreme Court, a writ of habeas corpus requiring the release of Mrs. Wason's child, Cecil Wilmet Wason, the child being taken to court today, so that it may be determined in whose custody the boy shall remain, pending the suit. Young Mrs. Wason, who is now seventeen years old, charges that her husband and his mother took the infant away from her on Wednesday. The father of the defendant thereupon told Police Captain Gunner about the case, and the Captain called upon Wason's mother, the hotel Frankfort was informed by her that the babe had been sent out of the State and was not, therefore, within the jurisdiction of the New-York courts.

The girl-wife is a beautiful blonde. She denies emphatically the charges of infidelity preferred by her husband. In her petition young Mrs. Wason says that the divorce suit is simply a pretext for stealing her child; that her husband is a drunkard, and has at times been violent to her and the child, and has given liquor to the little one against her urgent remonstrances, and that he is thoroughly united to have the custody, control or education of the child "by reason of the fact that he is addicted to the immoderate use of spirituous liquor and is a confirmed drunkard." She adds that since the abduction of the babe she has been almost frantic with grief, and "has been confined to the home of her parents, who are people of high reputation and excellent character in this city."

Young Wason and his wife first met in the Catskills. Her father was displeased with the attention which Wason paid to his daughter and took her home to New-York. Wason followed and while her father was absent in Philadelphia Wason induced her to marry him clandestinely. He has a fortune of \$250,000, which was left to him with the provision that his father should receive the income as long as the latter lived. The father died and under the laws of Massachusetts, where the family lived, the young man inherited the fortune, but it is alleged, on account of his intemperate habits.

Young Mrs. Wason is a daughter of William K. Presby, woolen manufacturer, whose office is at No. 20 White-st. In the winter he lives at No. 359 West Twenty-third-st., but during the summer he and his family occupy a summer home at Riverside, Conn. Young Wason and his wife lived at No. 400 West Twenty-third-st. until their marital troubles began. On Sunday last Mr. Wason, her child and mother visited her parents, and the adjoining block and the entire Presby family were surprised when Mrs. Wason's personal effects were sent to her by her husband. There were no further developments until Wednesday, when the maid took the child out for an airing and failed to return. In the afternoon Mrs. Wason was served with papers in the divorce case.

The young wife has appealed to the police to help her, and she has offered to let the child be taken to her in vain. No trace of the nurse can be found.

## CHAIRMAN BARNUM'S ILLNESS.

UNCONSCIOUS MOST OF THE TIME AND UNABLE TO SPEAK—LITTLE HOPE OF RECOVERY.

Bridgeport, Conn., Nov. 11 (Special).—There has been little or no change during the day in the condition of W. H. Barnum, chairman of the Democratic National Committee, who is critically ill at his home in Lime Rock. The first bulletin, issued at noon to-day, announced that his condition was practically the same as at midnight. A bulletin received from Lime Rock at 9 o'clock to-night is of the same tenor. Except for a few brief intervals the patient has been unconscious and very quiet. At times he has recognized some of the immediate family, but he is rapidly approaching, and that she is rapidly recovering, they cannot expect her recovery.

## MAGONE SUMMONED BY CLEVELAND.

THE PRESIDENT MAY WANT TO KNOW WHY THE COLLECTOR DIDN'T VOTE FOR HIM.

Washington, Nov. 11 (Special).—Collector Magone is expected to arrive here to-morrow, having been summoned to the White House by the President. There are two things about which it is believed Mr. Cleveland desires to consult Mr. Magone. First, in regard to the reported wholesale removal of such Republicans as are left in the New-York Custom House. Mr. Magone has not denied the published statement of his intention to make these discharges, but the President proposes to prevent him from taking any such action. Now that the Democratic party has been beaten at the polls and has but a short lease of power, it would be a pity to see the removal of the Republicans, and it would furnish the next Administration a splendid excuse for retaliation. What ever discharges are made, and there will be many between now and the 4th of next March, will be made quietly, and an attempt will be made to avoid any publicity in the matter. By this course Mr. Cleveland is naturally indignant to think that a man upon whom he had bestowed one of the most honorable and lucrative offices in the Government should have sufficient gratitude to go to the polls and vote for the retention in power of his benefactor. From the vigorous and assertive manner in which Mr. Cleveland is known to deal with his subordinates, it is safe to say that his interview with Mr. Magone will be a lively one.

## BOTH PARTIES CLAIM WEST VIRGINIA.

THE LEGISLATURE SURELY REPUBLICAN—WAITING FOR OFFICIAL FIGURES.

Wheeling, W. Va., Nov. 11 (Special).—The official canvass of the vote in West Virginia takes place to-morrow, and until then there can be no certainty as to the result. Both parties are claiming the State, the Democrats and the Republicans. The Democrats, within the past forty-eight hours, have adopted a bluff game and are alternately crying fraud and claiming that they have carried the State by anywhere from 250 to 1,000 plurality. They affect to believe that they will be cheated somewhere or somehow.

General Goff, the Republican candidate for Governor, claims his election by from 300 to 500 and says he will see fair play at all hazards. Judge Downing, the Democratic candidate, is here and is confident of his election. It is conceded that W. H. Hubbard, Republican, is elected Attorney General, as he has ahead of him. Atkinson, Republican, is elected to the Legislature. The Democrats concede the Senate by two majority, but claim the House by three, while Republicans claim an admitt. There is great excitement all over the State.

## SEARCHING FOR THE DEAD AT ROCHESTER.

Rochester, N. Y., Nov. 11 (Special).—Thousands of people lined the banks of the stream Canastota and the river to-day. Early this morning charges of dynamite were placed under several of the walls of the burned buildings and they were blown down. One wall on the south side, remained standing until 10 o'clock, when it fell unexpectedly on the building south of it, carrying in the roof of the latter, which was mainly of brick. The fall was so sudden that several persons barely escaped with their lives. This last accident will cause a loss of from \$2,000 to \$3,000. The bodies of the missing are doubtless beneath the ruins. Electric lights have been placed over the place, and the search for the dead will go on night and day.

## ONE MINER FOUND ALIVE.

SENSELESS FOR TWO NIGHTS AND A DAY.

THE SEARCHERS IN THE MINE AT PITTSBURG, KAN., STARTLED BY ONE MAN WHO COULD WALK ABOUT.

Kansas City, Nov. 11.—A "Times" special to-night from Pittsburg, Kansas, says: Only three additional bodies were taken out to-day. The most astounding rescue reported during the whole history of the disaster was made to-day. At 5 o'clock this morning the relief squad working at the foot of the main shaft were astounded to see an apparition approaching them. It was not one of their party and they did not believe that there was a living man in the mine besides the rescuers. Their surprise can therefore be imagined when the visitor staggered up to them dimly outlined by the uncertain light of their lamps and greeted them with:

"Here, fellows, let me have a light."

It was Henry Burns, who had for thirty-six hours been counted among the lost. He was quite taken to the surface and there told the story of one of the most remarkable escapes from death on record. He related his story as follows:

"I was working in the first room, first north stope, east side, when there was a roar and a shock. I at first thought I had been asleep, and in fact was bewildered that I did not know whether I was in this world or the next. Managing to make a light with my only remaining match, I did not know how long the journey lasted. After being removed to the open air, I became more nervous and delirious, and could not be made to understand the full significance of what I had undergone."

Burns could not recall that two nights and a day had passed since he had lost consciousness, and insisted that people were joking when they told him it was Sunday morning.

"To-night I can be positively asserted that thirty-nine bodies have been taken from the mine and that there are probably nine or ten more in the mine."

## HARRISON IS A FRIEND OF THE DAKOTAS.

THE ADMISSION OF DAKOTA AS TWO STATES LIKELY TO BE EARLY URGED.

Washington, Nov. 11 (Special).—Dispatches from Dakota indicate that the people of that Territory are greatly pleased with the Republican success achieved in the campaign just closed. The election of Harrison to the Presidency is doubly significant to Dakota. It means not only that a Republican Administration will admit the Northwestern Territories which the Democrats have thus far kept out of the Union, but it means also that President Harrison's policy concerning the admission of the Territories, as expressed in the will of the people, as set forth in their memorial to the XLIXth Congress, paying for their admission. Mr. Harrison, who was a member of the Senate at that time, made the report from the Committee on Territories on the bill for the admission of Dakota. The report shows that he favored the division of the Territory, that portion of the Territory south of the State of Nebraska, and that portion north of the forty-sixth parallel to be organized as Lincoln Territory. He defended the Sioux Falls Convention, which favored the division of the Territory, and on this point Mr. Harrison's report says:

"It has been objected that there has been no precedent justifying the movement on the part of an organized Congress in the admission of an organized Territory, for the formation of a constitution and State Government as the basis of an application for admission to the Union. But, in fact, there are such precedents. California was never organized as a Territory. It was a part of the unorganized domain acquired from Mexico. No previous action was taken in any other Territory, and the boundaries of the State of California were known by the people themselves by their constitution proposed their boundaries. In the case of Iowa, the boundaries of the Territory as organized at the time of the first constitution, embraced a large tract of country lying to the north of the boundaries of the State and the boundaries proposed in the first constitution. This constitution proposed to carve out of the limits of the Territory of Iowa a certain part thereof and organize it into a State. The boundaries as proposed in this constitution were not accepted by Congress, and the boundaries proposed by Congress were not accepted by the people. The constitution, under which the State was admitted, proposed a new boundary, different from either of those, being the present boundaries of the State, and this constitution was accepted and ratified by Congress."

In the light of these precedents and authorities, no valid objection can be made to the proceedings taken by the people of South Dakota, nor of the methods by which they have brought their requests to the attention of the Senate.

Mr. Harrison therefore recommended to the Senate that Dakota be divided in compliance with the request of its people, and that the southern portion be admitted as a State.

It is generally believed now that as President he will continue this recommendation with the further recommendation that both portions of the Territory thus divided be admitted into the Union. His report made in January, 1880, shows that the population of each division on that ground alone entitled it to Statehood. The population of South Dakota was 203,475, while that of North Dakota was 152,120. It is now estimated that the total population of the two divisions is over 600,000. On this score the report of Senator Harrison says:

"The people of Dakota were but lately citizens of the States. Every State is represented among her people, and is favorably represented. For intelligence, industry and the desire to make the Territory a better country, no community can claim the precedence of this. It has been true of all our Northwestern States and Territories, and is true of Dakota, that a very large number of soldiers who served the country faithfully during the late war, and who have since been removed to the Territory, have been the nucleus of the population for the institutions for religion and learning is evident."

It is generally conceded here that one of the very first recommendations by the new President will be the admission of Dakota as two States in accordance with the suggestions of his report to the Senate made in 1880.

## DRIVING REFUGEES FROM THE CREEK NATION.

Muskogee, L. T., Nov. 11 (Special).—The law-abiding citizens of the Creek Nation have taken the law into their own hands, and are now reducing the surplus of desperadoes in the territory. A vigilance committee, composed of representative citizens, formed last week, has compelled thirty desperate characters to leave the territory and turned back as many more to the United States Marshal to answer for various crimes. The committee particularly desired to demolish the Barnett band of plunderers, and last night surrounded them in a shanty twenty miles from here. The order to surrender was received with derision and the desperadoes at once opened fire, killing McIntosh and Tidwell, two members of the committee. The fire was returned and the battle raged until the admission of the brigades was exhausted. One of the desperadoes was killed and two wounded. Messengers were sent to this point for ammunition, and the law-abiding citizens were determined to hang the desperadoes as the vigilance committee is determined to take speedy vengeance.

## BRODIE DID NOT REACH THE TOP OF THE BRIDGE.

Poughkeepsie, N. Y., Nov. 11 (Special).—The officers of the Poughkeepsie Bridge declare that Steve Brodie did not jump from the highest chord of the bridge, but from the lower chord of the west cantilever arm, near the west pier. They say that the statement of Brodie's friends that he climbed to the top of the bridge from the west pier by ladder cannot be true, because there is no ladder. They also say that the statement that two of Brodie's comrades rowed to him in a boat is false, because there was no boat there that morning. Then they said that the proof that he jumped from the lower cantilever chord is conclusive because the marks and scratches made by his lead-soled shoes are visible on the new paint at the place named.

## A NEW-YORK WOMAN MISSING IN COLUMBUS.

Columbus, Ohio, Nov. 11 (Special).—Miss Suzanne Fairweather, who came to Columbus from New-York about three weeks ago to visit the family of the Rev. Isaac P. King, Presiding Elder of the Methodist Episcopal Church, here, has been missing since 4 o'clock on Friday afternoon. The matter was tonight taken up by the hands of the police. It is understood that she made her home with a married sister, Madame La Pierre, No. 159 West First-st., New-York.

## A FOOLISH CONTEST IN DELAWARE ABANDONED.

Wilmington, Del., Nov. 11 (Special).—The morning news to-morrow will say: "Information obtained from Dover shows that there is nothing substantial in the report that the seat of the Republican State Senator-elect in Kent County is to be contested. The scheme of a contest has been in the minds of both parties for some time, but it is regarded as a foolish and a waste of money."

## CUT IN TWO AT SEA.

THE UMBRIA IN COLLISION.

RUNNING DOWN THE FABRE LINE STEAMSHIP IBERIA.

NO LIVES LOST—THE WRECK LIES ASHORE ON LONG BEACH—RETURN OF THE CUNARD SHIP TO THIS PORT—TALKS WITH THE OFFICIALS AND WITH THE DELAYED PASSENGERS.

The Cunard steamship Umbria came in collision at about 1:15 p. m. on Saturday with the Iberia, of the Fabre Line, four miles off Long Beach, L. I. The Umbria's starboard bow struck the port quarter of the Iberia, cutting that vessel clean apart. According to the story of the passengers of the Umbria, there was a heavy fog at the time. The Umbria had left her dock at 10:45 a. m. and steamed swiftly toward the harbor. She passed Sandy Hook at 12:12, when the sky began to grow hazy. By 12:30 o'clock the vessel had entered a dense bank of fog. She continued on her way, the fog becoming thicker at every moment. At 1 o'clock the passengers went to luncheon.

A few moments later a ripping, tearing noise was heard. There was no shock, and those who ran up on deck could only tell that there had been a collision by seeing the severed hulk of a strange steamer. The stern of the Iberia floated upon the heavy sea, with its flagstaff standing upright. It was tossed about before the people's eyes, dancing like a shell, for a moment, and was then swallowed up in the dense fog. The passengers of the Umbria could barely realize that there had been a collision. The Umbria's bow had cut through the iron hull of the Iberia like a knife through an eggshell. Her course was not even checked.

## PICKING UP THE SHIPWRECKED CREW.

In the dense, low-hanging mass of fog the remaining part of the wreck was almost instantly lost to sight. Captain William McKelican, who was on the bridge of the Umbria when the two vessels came together, ordered an examination of his ship to be made and the boats to be lowered. The steamer retraced her course, and in twenty minutes the disabled Iberia hove into sight, settled tidally at the stern. Chief Officer Lepages came aboard and asked Captain McKelican to tow him into port, as his vessel would not sink for some time. The chief-engineer of the Umbria went aboard the Iberia and, upon his return, reported that there were seven feet of water in the engine-room. Captain McKelican refused to take the vessel in tow, but offered to take the ship's crew aboard the Umbria.

The crew, thirty in all, were transferred to the Umbria, which lay near the wreck during the night, and early yesterday steamed back to New-York, arriving at her dock shortly after one o'clock. When the Iberia was last seen from the Umbria's decks she was expected to sink at any moment. An examination of the Umbria's bow showed that two of her plates on her starboard bow, four feet above the water line, had been crushed in. A small hole had also been made in the port bow.

## GROUND ON LONG BEACH.

Pilot Sarples reported at 4:30 o'clock yesterday that his pilot-boat Caldwell H. Cole, No. 13, put a salvage crew of three men on board the Iberia in the morning. She then lay three miles off shore, directly opposite the Long Beach Hotel, in ten fathoms of water. She was lying in an easy position and could easily be towed off by slipping cables with the aid of tugs. She has fourteen feet of her stern cut off. Otherwise she is in good condition. The cargo in the hold is in splendid condition, he says.

At the offices of the Merritt Wrecking Company, at No. 49 Wall-st., the news of the collision was received at a little after 1 p. m. yesterday, and they immediately made preparations to go to the relief of the Iberia. Their wrecking steamer, with a crew of wreckers, left the city about 6 o'clock for the scene of the accident. At the office last evening a Tribune reporter was told that the only information that they had received was that the Iberia was off Long Beach with one compartment full of water, and they expected to be able to pump her out and bring her up to the city to-day.

## IT MIGHT EASILY HAVE BEEN WORSE.

The result of the collision was most fortunate, when the circumstances are considered. During the brief time between hearing the fog-whistle and the final reversing of the Umbria's propeller, her headway could not have been stopped to any great extent. The passengers say that she was running like a greyhound. Had she struck the Iberia nearer the centre, she must have sent the crew of the latter to the bottom. The Umbria itself could scarcely have escaped so fortunately as she did.

To add to the danger, the steamer La Normandie was close astern. Coming out of the channel the Umbria and La Normandie had run dangerously near to each other. Now her whistles could be distinctly heard on the Umbria's starboard quarter. The Iberia, cut in twain, a disabled, unmanageable wreck, was drifting between the two. The Umbria was backing to give her assistance and La Normandie was coming ahead. The fog was so thick that none of the vessels could be distinguished by those who were in the others. Happily La Normandie turned from her course and a second collision was averted. As it was, some of the passengers say that she passed so close to the Umbria that even in the heavy fog she became discernible as she swept by.

## WHAT THE UMBRIA'S PEOPLE SAY.

STEAMING SLOWLY THROUGH THE FOG—THE PASSENGERS THINK DIFFERENTLY ON THIS POINT.

Vernon H. Brown, the New-York agent of the Cunard Line, received word of the collision early yesterday morning. He went out to meet the Umbria in a tug and received Captain McKelican's official statement as the vessel steamed back to her pier in the North River. Mr. Brown said to a Tribune reporter:

"Captain McKelican assures me that the Umbria was proceeding slowly at the time of the accident. The steamer had been gradually slowing down for some time after she entered the bank of fog. At 1:10 the captain ordered the engine to slow down still more. Five minutes later a whistle suddenly sounded on the Umbria's starboard bow. The captain, observing that the sound drew nearer, ordered the engines to be stopped. At that moment a steamer appeared directly across the Umbria's bows, headed westward. The Umbria's propeller was immediately reversed at full speed, but her headway carried her through the other vessel's stern, fourteen feet of which were cut away. The Umbria was backed for twenty minutes, to render any assistance needed by the disabled steamer. The crew

was taken off and the Umbria anchored near the Iberia until morning, when she returned to her dock."

## THE CAPTAIN WILL NOT TALK.

Captain McKelican refused to say anything to reporters about the matter. He said that Mr. Brown had been told how the collision had happened, and that he was too tired to see any one. Many of the passengers were willing to talk. They all seemed to think that the Umbria was running at an extremely high rate of speed. Stuart M. Samuel, of London, said that he was just finishing dressing for luncheon when he heard a noise like the tearing of cardstock, followed by a grating sound. He would have thought nothing of the matter, but, hearing some one cry "We have cut a ship in two!" he had run up on deck.

When he reached the deck he saw the strange steamer thrashing about in the heavy sea in a aimless manner. The stern had been completely chopped off and was bobbing about in the high waves. A moment later it disappeared in the fog. The hull of the steamer was soon lost to sight. There was no excitement at the moment of the collision, but when people saw what had occurred they became greatly frightened.

## TOLD BY A PASSENGER WHO WAS ON DECK.

His brother, H. L. Samuel, was on the deck reading when the steamer was struck. His face was turned to the stern, so that he saw nothing, although he could hear another whistle apparently near at hand. "I heard some one, I think the first officer," he said, "cry out 'We are going to hit her, captain!' The captain cried back, 'No, I think we shall miss her.' I did not know what it all meant, but almost at the same instant I heard something that sounded like ripping cloth. I was not even jarred.

"Getting to my feet I saw that we had cut a steamer in two. It looked to me as if we had taken off forty feet of her, but I was afterward told by the first officer of the vessel that only fifteen or sixteen feet had been carried away. I heard the whistles of the Iberia both before and after we struck her, but the sound was rather indistinct. It was more like that of a penny whistle than a fog whistle. We did not find the Iberia for twenty minutes after we struck her. We took her crew aboard at about dusk, after anchoring near her."

## PASSENGERS NERVOUS ABOUT THE SPEED.

William E. Geddes, of London, said: "We were running at a tremendous pace. I and my wife were in our stateroom. I was just telling her that we were running too fast for such black weather, when we struck the vessel. There was no shock. Looking out of my port window, I saw that we had shaved off part of a steamer. I rushed up on deck and just saw the two parts disappearing in the fog."

William Brown, of Providence, said that the passengers were feeling somewhat nervous at the rate of speed of the Umbria. They did not know, however, that a collision had taken place until some one had cried out that a ship had been cut down and was sinking. He was at luncheon, and there was not enough of a shock to give more jar to the things on the table than the heavy sea would naturally give.

George Atkins, one of the passengers on the Umbria, was returning home to England. He and his mother had been on a visit to Mr. Thorpe, secretary of the New-York Horticultural Society. Mr. Thorpe was considerably surprised to see Mr. Atkins come walking into the Chrysanthemum Show yesterday afternoon. He had seen his relatives depart on the Umbria on Saturday, and he heard of the explanation. Mr. Atkins then told the story of the collision. He said the two vessels came together so suddenly that there was no time for them to get out of each other's way. The three steamships were so close together that if the Umbria had reversed her engines to get out of the way of the Iberia, she was in danger of collision with La Normandie.

## THE IBERIA'S CREW GIVE THEIR SIDE.

BLAMING THE UMBRIA FOR THE DISASTER—EVERY PRECAUTION TAKEN BY THEM.

Captain C. Sazols, of the Iberia, First Officer Lepages, Second Officer A. Guillard, and an under officer, E. Sager, returned to this city and went to the Hotel Martin, after having reported to Mr. Elwell, the agent of the company. To a Tribune reporter last night the captain said that at the time of the collision it was raining hard, and they were just getting under way to come up to the dock, after having lain at anchor for thirty hours waiting for the fog to rise. They were blowing their fog-whistle and taking every precaution possible to prevent just what occurred. The captain and first and second officers said positively that they were all three on the bridge when the Umbria was first sighted, and that she was running at full speed. Their own screw was turning at about forty revolutions per minute.

## WHY THEY DESERTED THEIR SHIP.

After the accident occurred the Umbria did not seem to stop, but went ahead for some distance. They kept blowing their fog-whistle, and the Umbria came back and lowered boats and came over to them. The Iberia was fast filling with water, and at 8 o'clock yesterday morning there was six feet of water in the engine-room, and it was thought that the ship would surely go to the bottom at or before 12 o'clock, so they deserted her. The Iberia has never been employed in the Eastern trade in the Mediterranean Sea. She had a cargo of dates and hides, consigned to Arnold, Cheney & Co., of this city. The vessel sailed from Barcelona, in Persia, on September 20, and touched at Gibraltar October 14. The passage from the latter port occupied fourteen days. The last-named port occupied fourteen days. The captain and officers were too tired last night to go into the details of the accident, but they were all positive that the Umbria was running at full speed when she struck them.

James W. Elwell, of No. 70 Lefferts place, Brooklyn, the senior member of the firm of J. W. Elwell & Co., of No. 47 South-st., the agents for the line, was found at his home yesterday. He had learned of the accident but a few minutes before, and could tell little about it. Nor did he know anything about the vessel but what has already been told. He said that there was a cargo of tobacco waiting for her here, and it had been expected that she would be loaded on Wednesday, ready to sail for Cadiz. He could not tell the value of the cargo, nor whether it was insured. He thought the captain had made a mistake in leaving the vessel, from the meagre particulars he had received.

## CUTTING THE IBERIA LIKE CHEESE.

The sailors of the Iberia were on the Umbria's pier all last evening. They said that the Iberia had been lying